

# WMC MAGAZINE

Issue 17: January 2003

## MOMENTS of 2002

*Phil & Dave on the Powerush,*



*shortly before an intimate moment with a tree*

during a championship winning season (in the other seats!)

*Cosh & Phil in August's Carpet Bagger*



One of the many 'moments' had by the ill-fated white, Wessex Pugs...



## **INTRODUCTION**

A chilly hello, but a very warm welcome to 2003 & the second half of the 2002/03 Wessex season.

I hope everyone enjoyed the festive season, it's just a pity that the white stuff came late, impeding our efforts at enjoying the lanes. Having competed in two 12-Cars either side of what would've been PC6, I can assure you that Olly's decision to call off the scatter was a wise one. We've had enough bad accidents this year. But, we still have a number of events to look forward to, so all is by no means lost.

The new road rally season is underway, after the fantastic Ilfracombe and muddy Preston, which ended the 2002 season in December (see reports in this issue). We've already had the Carpet Bagger, and write-ups from some of the many Wessex crews that competed will be in the next issue. After that, it's the Kent, on February 15th. Let's hope we can continue our brilliant form from last season.

We've had further coverage from *Wessex Scene*, this time with an appropriate photo, so the rest of uni know we've been flying the flag.

I think Chris has covered everything else, and I'll leave Dave to explain how we're restructuring the season in the light of the cancellation of PC6. The only upcoming event that I feel has passed without comment is the

NSMSC. Details are still sketchy, but once they're finalised we'll let you know what's happening.

And so all that's left is for me to say is farewell. I hope everyone's exams have been successful, and you're raring to go for the rest of the season.

*Lizzie Pope*

## **PRESIDENT'S PIECE**

Welcome back to the new term, I hope you all had a good Christmas and have recovered from the inevitable New Year hangovers! The fact that I am sitting here writing this to avoid revision means we are already halfway through the season - where has it gone? It was unfortunate that PC 6 had to be cancelled due to the weather, but to make up for it we are running a "PC 11" at the end of the season. There are also plenty of other things going on in the meantime for you all to enjoy.

The British University Karting Championship begins shortly (read about my spectacularly average debut at the test day elsewhere in this magazine), and there will also be some trips for everyone with the club kart now that the weather is starting to get better. We are thinking of organising a skid pan course at Goodwood later this term - let a member of the committee know if you want to go so we get some idea of interest level. There is also the Rallye Sunseeker to marshal in February.

On the rallying side of things, Gareth is organising an Inter-Uni 12-Car so we can show the rest of the country how it's done. Looking further ahead, the annual Old Farts' 12-Car is being run in the first week of the Easter holidays, and we want plenty of students out to help marshal! At the end of the Easter holidays comes the BIG Wessex event of the year - The Funky Elephant. Our very own road rally is running for the second year, and if last year's event is anything to go by, it will be fantastic! Look out for a talk on how to do a road rally later this term.

Before we get that far ahead though, there is the club AGM at the end of February. As many of the current committee are in their final year, there are plenty of places that need filling. Look out on the mailing list for more details.

Right, I really must get back to my revision now. See you all at PC7!

*Chris Gage*

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**An anecdotal antedote for the post-Christmas blues...**

# ILFRACOMBE ROAD RALLY

## 7TH/8TH DECEMBER 2002

### ***Toymotoring in Devon***

By Zip & Lizzie

I'd not expected to be competing in the final round of the ACSMC's 2002 championship, the Ilfracombe rally, run on 7<sup>th</sup>/8<sup>th</sup> December. And, having looked at my academic schedule, it seemed like that was a rather shrewd plan, as I had 3 deadlines on Monday 9<sup>th</sup> which, especially in your final year, ring panic bells loud & clear. But when, completely out of the blue, I got an e-mail from Zip inviting me to take the Devonshire maps in his MR2, I thought it sounded like fun, and before I knew it, my petrolhead instincts had kicked in, the entry form was sent off & that was it, there was no turning back.

Getting an entry in the class we wanted did, however, prove rather problematic. Let's say they definitely do things differently in the West Country. (At this point I would usually launch into a wonderfully sarcastic spiel about inbreeding, shared brain cells and such like, but not now as I value my life! ☺ ). It was all because we wanted to run as clubmans as I wasn't getting my National B License until 2003, and our lovely friends in the west had not got their head round all this, and were making it rather difficult, but a few phone calls by Zip and all was sorted. Now all we had to go was get to Devon.

Wow – I wish I had it that easy. I'd been itching to do an event for ages.

The Toymotor needed a bit of preparation (moan moan moan), which meant it took a bit of time to get it into its "rallyable" state. The entry list arrives a couple of days before the event.



We were seeded car 43 out of 44! Fantastic. There was a large selection of historic cars, with some really interesting examples. Although we were sandwiched between 2 323 4x4 Turbos. Joining us in Devon would be fellow WMC members Susan, Chris and Jon "I've never been travel-sick" Taylor, Andy and Olly, and of course Phil and Cosh.

On the Saturday afternoon, Olly & I set off in his (rather knackered) Pug with Andy following (in his new Pug), and twisted our way back to Olly's homeland, enjoying the hills, corners & more hills on the way (and a large dose

of comments like "this would be so much better in the Mini!").

After an embarrassing/comic stop-off at Olly's family home, we wended our way to signing on, in a pub without enough space indoors, and only just outdoors for the freezing competitors. It was there that I met Zip and the rest of the Wessex and Southsea contingent, before we all retired to our cars to thaw ourselves & solve the pre-plot nav. Us novices were given the entire route at the start, and the nav was v. easy, all tulips and grid refs. It was a pain in the neck to solve, and rather time-consuming, but we had the prospect of a fun night with no navigational stresses on

winding lanes ahead of us. We had one task left: the rally itself.

Before the event, whenever the Ilfracombe was spoken of, people would laugh when I said I was navving Zip. I know that feeling – people always laugh at me when I talk about driving instead of navving. I think everyone unanimously declared it would be a lot of fun, and they certainly weren't wrong, but they said it through, on the whole, unashamed laughter. To be honest, I didn't know what to expect. Well, I think most people were betting on a spin in the first half, and a big off after petrol. Maybe we should have had a "when are they going to



spin off" sweep-

stake - yeah, could've made some quick cash! I'd never been in a car with him before, and the only tales I'd heard were of him spinning the MR2. Good. You hadn't heard any of the worse stories, then. This, however, did not deter me, and I began the event expecting a fast, fun night of RWD entertainment on tiny lanes.

I was not disappointed! ☺ The roads were absolutely fantastic, really amazing rally roads. It was constant narrow twistiness, up & down, hairpins everywhere, more steepness, more hairpins, the road bending back & forth much more than the humble OS map could cope with, and how can we forget the scarcity of grip?! Needless to say we spent a lot of the night fishtailing out of junctions as we desperately scrabbled for grip. Enduring memories of the event include leaving junctions and getting comprehensive views of the banks on both sides of the road before actually seeing the road ahead itself! The timecards were of the kind that I hate the most, because I can't add up to save my life, and you need to in order to work out your due time in relation to card 0 (or car 1? I forget...), which is unpleasant when you're car 43 (!) and then you're trying to work out how many minutes you've dropped, and when maximum lateness is etc., etc. Fortunately, I soon got the hang of

A souvenir ... well we couldn't disappoint!

this, but I know on a section v. early on we were penalised for gaining 2 minutes as I inadvertently let us sign in before we were due. Hey-ho, we live & learn. I think this was the first section. We made up a minute. Lizzie did a better job than I would have done, which probably would have included opening the wrong envelope and getting lost. Er, Zip, there were no envelopes! That's the joy of pre-plot!

The event was going well. The roads were stunning, we were keeping good time, arriving just in time at most TCs, and the only annoying things were the long codeboards in a not very clear font. That is, all was going well until a certain delta between TCs 9 & 10. We arrived, and knew it was LWR, saw the codeboard, and tried to go LWR. At this point, I mention that the other crews we'd seen here were driving to the codeboard, reversing, and then carrying on, i.e. avoiding the shortest & narrowest side of the delta. It was exceedingly hairpin and sharp downhill with a stone wall ahead. Zip, however, believed that we could defy convention and drive it the LWR properly ... doh!! What's the point in following convention all the time, eh? We tried; we failed. OK, maybe you were right. As I was writing the lengthy codeboard on the timecard, I realised we'd stopped moving, and no amount of revs were getting us out of this one. Somehow we had managed to beach ourselves on this unfriendly delta, the hostile stony wall trying to become intimate with the front of the car, and, 2 wheels with little traction at the rear (not that useful in a car driven

from behind). We were wedged between the delta and the stone wall, on an incline steeper than 1:1, with the o/s sill resting on the grass. The rear wheels just couldn't pull us up. Fortunately, both of us immediately found the funny side (and it was rather amusing!). I've a feeling that Zip felt a wee bit embarrassed at his stupidity/misjudgement (me - never!), but it was nonetheless, a classic comedy situation.

So, how to get out? We had no tow rope, and neither did any of the few passing cars. One disadvantage of being seeded low is that when you need help, only a few cars are running behind you, so there is less help available, and certainly no other kindly Wessex crews languishing that far down the field. We tried rocks under wheels, me sitting on the rear spoiler, and other such flashes of inspiration, but to no avail. This helped a bit, but just before the rocks flew out, the clutch was starting to smoke. We knew we were going nowhere. We checked the finals & the regs but, like I've said, they do things differently in the west, so there were no mobile telephone numbers of organisers who we could call to give us a hand. We didn't fancy walking to the last TC, and so were resigned to waiting for the course closer. An hour later, a random, course closer & perhaps someone else turned up. I've no idea who they were, but they were enthusiastic and able-bodied, and thanks to their determination, pushing, and pulling, it was not long until we were free: HOORAY!! First the 6 or 7 big locals tried bouncing the car by lifting at the front wings. Eventually we got out by pushing and reversing the

car up the steep incline about 6 inches, then forwards on full lock till the wall, repeated many times. I must admit, I was getting impatient and ended up remodelling the front wing for the umpteenth time. Now lacking in time, we cut to MTC20, then went to petrol to swap stories with other crews, and eat chocolate. I got some chewing gun to stick the horn back onto the steering wheel. It had fallen off a couple of times, and sparked against the metal as it dangled, which was a bit off-putting.

We did well in the second half, and it was incredibly enjoyable. We knew that the first half had been a bit of a write-off, and were determined to make a real go of it in the latter sections. I hope Zip enjoyed it as much as I did, and it was with some sadness that I informed him we were coming up to the final TC, as it had passed so quickly. In between the brakes fading a few times, we were really motoring through the lanes. We lost a few minutes on a couple of sections on the third timecard. I was getting more and more committed and we cleaned the fourth timecard. However, as ever, it wasn't without incident. We arrived at the last TC and the marshal commented on the greenery attached to our car. We were slightly bemused, but when we got out at the pub we saw what she meant: going straight on at a 90 left not long before that TC had given nature the opportunity to stuff itself somewhere under the front lights – lovely.

Looking back at the event, I think everyone

enjoyed it and thought that it was well organised, so much better than the Barum which the same club organised earlier in the year. Understandably, we weren't expecting anything mind-



blowing when the results came, but at least we weren't last. I tend to think at least we finished in one piece. Other Wessex crews had more impressive nights. Andy & Olly (Olly navving) managed a brilliant 3rd expert, 11th o/a, just ahead of Susan & Phil Collings of Southsea, who did well to come 12th with a puncture. But of course the real story of the night was Phil & Andy winning the event, having cleaned it & dropped only 1 minute all night! (Or was it that Chris has finally found a nav who doesn't end up with cramp, crippled, and chundering everywhere?!) Our greatest congratulations to them. And they managed it in a white Wessex Pug (and we thought they were all ill-fated...!). This secured Phil's victory in the Expert Drivers' Championship, and Andy's in the Expert Navigators' Championship, for which we also congratulate them; they've really done the club proud. It certainly helps to put Wessex on the road rallying calendar.

Devon was quite a way to go, but definitely worth it. I seemed to spend the whole weekend being scared by hills. (I kid you not, Essex is very flat!) I remember dawn breaking at the finish and realising that the pub was snuggled between two rather sizable hills, and this came as a considerable shock to me (or maybe that's just a reflection of my tired physical and mental state at the time?). Many, many thanks to Zip for offering me the chance of a night in the MR2 (oo-er!). Lizzie, I don't think that there's anyone else out there mad enough to nav me. The event was brilliant, even if the result wasn't. I hope I did the car justice (I don't think I screwed up too much) (did I do the car justice?) & I'm looking forward to the Carpet Bagger in January. Thanks also to Olly's parents who plied us with tea and coffee on Sunday morning en route back to Southampton. I eventually got to bed at around 2pm on Sunday, which made my housemates think I'm even madder than they already think I am. I just told you that you're mad, didn't I? I wouldn't be at all surprised if their New Year's resolution is to book me a place in an asylum! As mad as a hatter. But I wouldn't have missed it for anything. And, incidentally, come Monday all the work was handed in on time!



## ***Deepest, Darkest Devon***

Despite the fact that the last event of the season was down in Devon the call of road rallying was too great, so it was that 4 and a half Wessex crews set off to the wilds of the west country with various levels of hangover and sleep deprivation from the Christmas meal on the previous Thursday night and a CSMA 12-car on the preceding Friday

I was competing with Phil Collings from Southsea Motor Club, who usually competes with son Mark. Unfortunately Mark was away (getting drunk, I believe) and was therefore unable to compete. They were second in their class in the championship so I felt a bit under pressure to do well, although we had said that we would just go down for the fun of it, not worrying about positions. I had worked out that Chris Moore could move above Phil if he beat us by a few positions. I just needed to finish, to come 5th in class and I would be quite happy with that as I had only started half way

through the season. The long trip down there was punctuated by updates from Phil's other son who was also competing. They had problems before leaving home, and spent the day working on the car. They eventually set off on the second attempt, running a bit late. Unfortunately they had forgotten their MOT certificate. Having debated what they would do and decided to continue, then blag it. When they arrived to find they had also forgotten the warning triangle and first aid kit. Fortunately they made it & got through scrutineering by borrowing them from our car.

Phil and Cosh successfully beat all 43 cars out to take 1st overall. We were also successful in our aim, having a great time and beating Chris and Jon. We did unfortunately have a puncture that lost us some time and put us behind Olly and Andy - which only affected our pride not our championship positions. Zip and

Lizzie had an interesting night spending much of their time beached on a delta before being rescued by course closer and cutting to petrol to prevent exclusion.

The way home was also interesting Olly invited us all back for tea at his parents to break up the journey and give us a good caffeine injection before heading back. Dave came up to meet us, but Phil and Ian didn't stay. From there, with a major car swap, we all headed home. We made it to Salisbury with no problems but then Andy's clutch cable went. Fighting through the traffic in town and stalling through the queues. Between Salisbury and Romsey we drove in 5th gear approaching junctions with a "please don't stop..." prayer to the people not to stop in front of us. It was highly amusing or at least it seemed to be; we were quite sleep-deprived by this time.

*Susan Broughall*

# **NIGHTWATCHMAN ROAD RALLY** **23RD/24TH NOVEMBER 2002**

## ***By the light of the Disco Ball***

At the end of November I marshalled on the Nightwatchman as Zip had stood me up. AGAIN! Something about dodgy brakes.....

There were several Wessex crews out and 7 of us marshalling in 4 cars. We began the night at a passage check together, which felt like a bit of a party, especially as Olly had brought his disco ball

and we could have drunk Andy's boot full of beer. It also meant the Wessex crews all got a big cheer as they passed. From there we headed off in pairs to do 2 controls each. Fortunately we avoided getting wet by organising for it to rain only when we were driving between controls. Olly and I also moved our control slightly down the road to avoid being next to a

puddle and getting soaked.

We worked by the light of the disco ball, which was boded together by Olly when it blew the fuse halfway through the night. Otherwise we had little problem except that I forgot to sign Phil & Mark Collings' timecard and dropped someone else's in a puddle - well they call a clip board that for a reason, it's not my fault

if they don't clip the bit of paper too it .

At our second control we began to feel a bit like a pit stop. Phil and Dave were heard approaching from quite a distance as the exhaust was hanging off. Olly helped them Phil fix it and I

believe they got their minute at the next control too. Carl and Lizzie had a problem with the radiator and we got a phone call to ask us for water. When they arrived we were all ready and prepared to tip the coolant from Olly's car into Carl's as they pulled up along side.

We were also slightly confused when Zip turned up in a car though he was supposed to be marshalling. It turned out that they had swapped as Tom had been feeling ill. It was a good night and I had lots of fun, but I'd rather be competing.

*Susan Broughall*



**SUNDAY**  
**2<sup>nd</sup> March 2003**



# THE AWARDS

**2.00pm ACSMC 2002 Sprint Challenge**

**ASEMC 2002 Speed Championship**

**Guildford Tyres Speed 2002 Championship**

- Break -

**3.00pm Southern Counties 2002 Autocross Championships**

**ACSMC 2002 Production Car Championship**

**Chairman's Recognition Award**

**Southern Counties 2002 Autocross Championship**

- Break -

**4.00pm Rally 2002 Road Rally Championship**

**Rally 2002 Forest Rally Championship**

**Rally 2002 Tarmac Rally Championship**

**AT**

**The Chequered Flag Room in the Club House**



**BROOKLANDS MUSEUM OF MOTOR SPORT & AVIATION**

**Brooklands Road, Weybridge, Surrey**

*(See over for details and location)*



# PRESTON ROAD RALLY

## 7TH/8TH DECEMBER 2002

### ***A Muddy Battle of Attrition***

By Bob Wisniewski and Paul Lettington.

The Preston is without doubt the roughest, toughest road rally on the calendar. With the majority of the competitive mileage on unsurfaced roads, it is not hard to see why half of all the starters don't finish. This year Paul and myself decided to enter the event, and see what all the fuss was about.

My newly-acquired white GTE underwent something of a transformation. After it's first outing on the Pheasant Plucker, in which we ground out going round a delta, a lot of work was needed. First thing was to remove the horrible Spax adjustables fitted by the previous owner, who thought they would be good for doing Welsh Road events!!! I swapped the Bilsteins dampers off the Red Nova and fitted some specially ordered forest springs, which increased the ground clearance by a few inches. After welding the sump guard brackets to the chassis, I skidded the exhaust system, and secured all the brackets with wire. I also fitted a glass fibre tank guard, although in hindsight probably didn't really need to

bother. After fitting the forest tyres, and putting some mudguards on, the car was all ready ... well as ready as it could be!

After driving the 150 miles

hand you a set of maps and tell you to follow the route marked on them. After that, it's pretty much just telling the driver when the map has big exclamation marks on it and sitting back to enjoy the ride. None of this awkward clue solving stuff that we get in the Southern events.

The first competitive section was Berner's

to Norfolk, not particularly pleasant on Colway Rally plus tyres, we went through scrutineering with no problems. After signing on, we had a couple of hours, to do not very much, but talk with a few familiar people from the Southern road rally scene.

There isn't really much for a navigator to do on the Preston. At the start, they

heath. And as we queued up waiting to go, I realised that I really should have had some practise driving on forest tyres. Anyway, as were counted down to go, I decided to take the first few sections fairly easily (I still spent more time telling Bob to slow down than I did calling bends). The first part of this section was fairly smooth, however the last mile or so got incredibly muddy and bumpy. So muddy I thought we were going to get stuck, but with the knobblies on (and a heavy accelerator foot) we got through no problems, and the sump guard and uprated springs ensured we got through the bumps without any dramas. A cautious start, our time reflected this - 37th fastest. At the end of the section





we had virtually no light, and I got out to clean the lights, something that would happen after every section. Most of the higher running cars had splash guards to keep the mud away from the lights, which would have been very u s e f u l . Something to consider for next year.

On to the start of the next section, Ingham. I started to pick up the pace here, and having more confidence on the slippery stuff set 8th fastest time, only a minute down on the top boys! Moving onto Knettishall, and what a section! A disused airfield, which you basically do 2 laps of! With lots of spectators, it was exciting road rallying, but disappointingly we didn't get set a very fast time.

The next section was Duke's Ride/Barnham Slips. There was plenty of mud on this section, and lots of sideways action, as we struggled for grip. At one point the obvious route looked particularly muddy and wet, and we opted to go slightly off route, Safari style, to avoid getting stuck. The next few sections were rough, narrow and inevitably muddy. We were setting times consistently in the top 20.

At first petrol, we fuelled up and had a good look around the car, and no real problems (nice and muddy though). The electric fan had come away from its

mountings, but a cable tie soon fixed that, and after a bit of a clean we departed for the rough stuff...



As we had made first petrol, without any problems I decided to up the pace, and push that bit harder. The biggest problem though, was visibility and with mud quickly covering the lights, we had to take it easy in places than I would have liked to go that bit quicker.

On the Fetwell Anchor



section, where it was less muddy than most sections, we could see fairly well, but this section was rough, lots of big holes and very fast! There were also some big dykes to worry about, which

would take a more than a tow rope to get out of! Driving hard and fast, and the car taking a lot of the strain, we set 10th fastest time! Possibly the car took too much strain. The surface for bits of the section was broken up concrete, which is possibly what started the s u s p e n s i o n mount going.

Then on to Chalk Farm, another rough and tough section, and again the car took a lot of strain, but we finished the section without problem to record 16th fastest time. After finishing the section, I got out to investigate a scrapping mudguard. I looked at the mudguard and saw it was particularly low. My first thought was, doesn't matter, I'll just cut it to size, and then I realised why it was so low.

The nearside suspension turret had come away from the inner wing and hence the top of the strut was about an inch higher than Vauxhall intended. As soon as I saw this, I knew our rally was over. A great shame, but not at all surprising, considering how hard we were pushing it over the many bumps and potholes.

When we retired, we were in 12th place, out of 37 remaining cars and were gaining about one position per section. Not bad for a first attempt, and we didn't have to drive home on the knobbly tyres.

# **SUB ZERO: CSMA 12-Car** **10/1/03**

The event began with us all meeting up in a random service station near Andover for the start of the January CSMA 12-Car. After having our rally fix cancelled the previous night because of snow we were all anticipating a good night. The weather forecast was for it to be slightly warmer, but still sub zero, and thus still very icy out, however that night promised for the ice to be of the black variety. A group of 4 Wessex crews were out representing the club, Phil K and Jonah, Andy Garrett and Oily, myself and Lizzie and Susan once again navigating her dad.

The first section was cancelled due to an organisational error that meant there weren't enough sets of nav for the first section, so off we all drove to TC2. From there the event began for real. Although not icy everywhere, it was still slippery out and care had to be taken. Soon into the full swing of things we were progressing gently around with me not wishing to break my new car. Yes, you can call me a wimp but after PC5 I have a bit of an excuse, and thus we lost a bit of time on most sections.

With 3 sections left we came into a village to find Andy and Oily drowned out on the edge of a very deep ford. Apparently they had gone in very slowly, but the water was so deep that it still washed over the bonnet and had filled all the electrics up with water, thus rendering the car stationary. We went round them through the shallower side of the ford, just pausing briefly to hand them a can of WD40 in the hope that it would help them out.

The remaining two sections passed without incident, apart from doing a LWR on the handbrake and sliding sideways into the bank. ☺ Then coming into the finish control was downhill and *very* icy. We overshot the control with lots of cadence braking to slow us down, and then had to reverse back up the hill to get our time! Onto the finish to await the results.

We achieved a Wessex 1-2-3. Phil and Jonah won with only 1 or 2 minutes dropped, followed by Susan and her Dad and then myself and Lizzie. And not only a Wessex 1-2-3 - Wessex crews were the only ones all night to not drop any boards! A successful night for all, apart from Andy and Oily, who were left to rue missed opportunities having reckoned themselves to be on for 2nd or 3rd at the time of the ford. Instead, they were forced to take the slow road back to Southampton on the back of an RAC flatbed.

Apparently the recovery guy was on top form, and after checking the HT leads, spark plugs and coil asked if it was a diesel, before then suggesting that the carb on Andy's fuel injected engine may be full of water ☺

*David Coles*

# **Dolphin MC 12-Car 17/1/03**

It had been way back in November since I last drove an event, and I was aching to get back into the drivers seat (where I belonged!). After PC6 was cancelled because of the treacherous conditions I offered to drive for Dave on the Dolphin 12-car. When Friday came both of us were pretty tired, having gone out and rescued the other Wessex XS the night before. Not that this was anything new to either of us, because being the hard working, conscientious students that we are, we had sacrificed a lot of sleep over past few weeks to get uni work done. This obviously had nothing at all to do with the lack of work done over Christmas! But anyway, we turned up at the start in Newbury, along with the other 3 Wessex crews. After a few dramas on the start line (do I smell petrol?!) we all got under way. The first few sections weren't very taxing from a driver's point of view, although we did miss a codeboard shortly before the first TC, which slightly annoyed us. Although there seemed to be a lot of driving through residential areas, the roads were definitely getting better, and more challenging. Dave was having very few problems with the navigation, despite a codeboard on a LWRNAM delta confusing us as it was facing the wrong way. After spending a while checking the route Dave concluded we were right and the board was wrong. And, predictably, that was the case. Unfortunately this lost us 2 minutes. Apart from a swift 180 to get a missed codeboard, the rest of the event was fairly uneventful. There was, however, one arsey marshal that needed a good slapping i'll second that one, Ed.). We turned up at his TC with main beam on, and he proceeded to give me a lecture about how my DRIVING lights were fog lights, and were therefore illegal, and he would disqualify us if he saw us with them on again. Both of us argued with him, trying to explain what they were and I even demonstrated that they went out with main beam, but he was having none of it. In the end we just drove off cursing him! We discovered at the finish he also tried to retire Olly and Lizzie for having a loud car. Admittedly it was quite loud though! Wonder what he would of said if he saw the flames coming out the back!!

In the end Dave and I came fourth, which would have been first if we hadn't missed the first board! Lizzie and Olly came 9th after losing a bit of time going back for a codeboard (and leaving the start late as my driver was removing petrol from his arms, hands, face & hair! Ed.). Andy and Calum came 10th, after missing a few boards. Phil and Susan were the top Wessex crew in 2nd place, even after driving most of the last section with a puncture!

All in all a good route but, in my opinion, it was spoiled by small, unclear codeboards and one pathetic marshal.

And finally, I'd just like to thank Andy for buying me Dave, Lizzie and Olly burgers at the end after losing the ever-popular "Burger Van Bet".

*Carl Gibbs*

# TKM = Total Karting Madness?

## The SUKT Karting Test Day at

### Whilton Mill

#### 4/12/02

Notable by the remarkably low profile it manages to keep within the club, the Southampton University Karting Team has been selected for this year, and preparations for the upcoming season are in full swing. The squad has entered two karts in the British University Karting Championship (BUKC) for the last three years, and this year is no exception. In the debut season the A Team managed to secure an incredible 2nd place, and managed to survive some terrible bad luck in their second year to finish 3rd overall. Hopes were high that last year may have been the year to claim the title, but some bad luck combined with very strong opposition limited the team's position to 7th.

On to this year and with the squad selected from the Karting Trials back in October, there were two compulsory (the things we have to do for the club!) test days to attend. Each driver must go to one of the test days before he or she is allowed to drive in the

championship. So it was that on a cold and wet Wednesday afternoon in December, six drivers (including me) and a couple of supporting karting team members (Toby and Andy, who had been to the previous test day) set off for Northamptonshire.

We nearly didn't make it to the track at all. Naming no names, the driver of the car I was in decided that he wanted to look at the other side of the road for a few seconds. A quick handling test



of the car later (and one oncoming Pug 206 forced onto the opposite verge!), all was well. After driver mutterings of "thinking about dual carriageways" and something about "normally driving on the other side of the road" we arrived at the karting circuit in one piece. The adrenaline was already

pumping!

The first thing to go through was the safety briefing, and it soon became clear that it was a very entertaining evening - about a third of the people there hadn't driven a kart outdoors before! To make things worse it had now started to rain, hard. Very hard. It was also dark, and the floodlights weren't very good. Oh, the karts were all on slick tyres too, just liven things up. After grabbing waterproof suits while no one was looking, it was time for the first drivers to go out. The conditions were terrible, and not surprisingly people were spinning off everywhere.

It soon became clear why these test days were compulsory. These TKM karts, as they are known, are unbelievably fast. I had driven outdoor Pro-Karts and Thunder Karts previously which I had always thought of as fairly quick. Little did I know I had been driving round in the karting equivalents of a milk float. The TKMs have small, lightweight, two stroke engines

which rev ridiculously high (15,000 rpm), and do 0 - 60 mph in less than 4 seconds. To give you some comparison, that is as fast to 60 as a McLaren F1 or a Jaguar XJ 220!

Soon enough, it was my turn to have a go. What was I going to do with all this power? Was I to go flying out of the pits and instantly break the lap record? Err, no. These karts have no clutches, so if the speed drops too low they stall. Sure enough, I made the classic beginners mistake, and after the kart coughed and spluttered for a few metres, it gave up. The quickest accelerating thing I'd ever been in, and there I was stranded on the pit lane exit going absolutely nowhere! Waiting for a pusher kart to come round and restart me cost 5 minutes of my first 15 minute stint, and I was rewarded with the slowest lap time of the team, 2 seconds behind the next slowest driver. Even in those 10 minutes, the speed was incredible. With the wet track the kart was going sideways at the slightest provocation, resulting in some very scary moments.

By the time my next go came round the track was much drier, although still very wet. The general opinion was that taking 5 seconds off my lap time was a reasonable goal, and who cares if

you spin a couple of times - it's only a test day. I came flying out of the pit lane (determined not to stall a second time!), and immediately had a problem turning in to the first bend as it was still fairly wet. Having got the adrenaline suitably pumping, I pushed harder, and actually started overtaking a few people. The end result was an improvement of 8 seconds a lap, although with a couple of spins.

After team captain Gareth had been out and showed us all how it should be done (from what I could see the technique seemed to be to nudge anyone who got in your way! ☺), we all got a last 10 minute dash to use up the remaining time. This final session was even better than the previous two, as I finally got the hang of using the throttle to cancel out some of the understeer. Putting MORE power on as you run wide is totally unnatural, but it really does work. Sometimes too well - on my final flying lap I got the esses onto the back straight just about right, and went flying past the kart in front of me. However in all of the excitement of getting that bit right, I forgot about the 90 left at the end of the straight, and went sailing past the breaking point, still hard on the power. Only one thing for it - foot hard on the break and hope I

didn't hit anything too solid!

The net result was another second off my lap time. I was still the slowest of the team, but this time only 1.5 seconds off the fastest, rather than 2 seconds off the slowest as I had been at the start of the evening. The thing that left the real impression was the speed - I can't wait to have a go in the dry to use the full performance of the kart. The club now has its own TKM, and Gareth will be running club karting trips so you can all experience these incredible machines for yourself. They really do take your breath away!

The first round of the BUKC is back at Whilton Mill the week after the exams, and there is then a round every other week until the Easter holidays. Gareth seems to think the A Team can make it into the top 5 this year, although competition is very strong. The Oxford Brookes A team is composed entirely of GT, F3 and Touring Car drivers, and I'm told that a sledgehammer to the knee-caps is "against the spirit of the rules"... Expect regular updates on the teams' progress in future issues of your favourite motoring publication (and I don't mean Autosport! - and he doesn't mean *Motorsport News* either! Ed. ).

*Chris Gage*



# Southsea Motor Club Events

By Lizzie Pope & *David Coles*

At the end of another year, it's time to review external events that our members have participated in. And it's to Southsea MC events that we go. Dave & I contested the remainder of the SMC 202 season, with varying levels of success, and many other Wessex crews came to join the fun.

The September 12-Car was during the summer holidays, and I was coming down from London for the event and couldn't guarantee making the start, Dave & I opted to run as course-closer and get in our obligatory marshalling. This was the debut event for Dave's then new (and now rather comprehensively dead) Fiesta, so it was time to see what was wrong with the long-promised car. Driving the route made for an enjoyable night, and Phil & Cosh shared the win, so all was well on the Wessex front.

By the time the October 12-Car ran, we were all back in Southampton, and 4 Wessex crews turned out for the event, constituting half the field. The event was going well for us, until we whacked the exhaust on the Mercury white. Fortunately it was near the end of the event so it didn't cost us too dear. Phil & Susan emerged top of the pile as far as Wessex were concerned, finishing 3rd overall, 2nd expert. Jonah & Dick were next, 4th overall, 3rd expert, then Dave & I, 5th overall, 2nd novice, then Carl & Olly, 6th overall, 4th expert.

The following month the heavens opened, much to our detriment. Before the first TC, the wipers on the ill-fated Fiesta decided to flail widely across the windscreen, leaving us with atrocious visibility as the rain unceasingly lashed down. To be honest, we were happy to make it to the finish in one piece. When the results were announced, we were 6th, 2nd novice, Steve Barnard & Susan were 5th overall, 4th expert, and Phil & Cosh shared the win with a Southsea crew. Bringing up the rear were Olly & Carl, course closers, but poor Carl didn't take too kindly to being in the left seat, and no amount of travel sickness drugs were going to remedy it.

*Towards the end of November it was time for the final event in Southsea's Scatter rally season. Run by none other than our very own Mr Kendall and Mr Coshan, it promised to be similar to a Wessex round of old, but with a twist, the 3 pointers were the easy ones and the 1 pointers the harder ones. 8 Crews appeared for the start including 6 Wessex, something of a take over. J Driving around the familiar lanes of south east 185 and north east 196, a enjoyable night was in prospect. Recognising the bold tactical strategy was possibly going to win this event we went out of our way to get a 1 pointer before CMA which unfortunately meant us missing the clues at CMA somewhat putting a break on our evening. In the end it became apparent that no such bold strategy was needed, doh! Back into the swing of things at CMB we tried to rescue the situation in the hope that we wouldn't come last. Once at the finish and with the points being totalled up in the familiar surroundings of the Milbury's it was soon time for the results to be announced. We had come equal 5th with Oily and Garrett, with Russell Goodrum and Tom Richards finishing behind us in 7th. One of the 2*

*Southsea crews had broken down and so didn't reach the finish. In 4th was Richard Lawley and Susan Broughall, 2nd were Steve Barnard and Jonah Nuttgens and in first overall were Chris Knott and Gareth Lewis.*

Southsea's December 12-Car was by far the most challenging of the season. The novice nav, which we were doing was perfectly do-able, if rather irritating as it was time-consuming. The expert nav, on the other hand, was intentionally mean, and written to catch people out. But of course, we didn't know this until the end of the event. I was rather alarmed when we drew up to a slot left and saw Susan and Mark Collings of Southsea turning out of the junction. I was adamant that my interpretation of the nav was correct, so we carried on, only to meet on-coming rally traffic. Then I began to question myself. We pulled over to reassure ourselves that I hadn't entirely lost the plot. Apparently, I hadn't, so we persisted. Another worrying moment was when we were trundling merrily along and I informed Dave that the only way I could solve the nav was to use the Bigpath white, uphill. We both seriously doubted this, but fortunately before we passed the point of no return we were supplied with a last minute route-change, so we headed up north towards the Milbury's white and all was well. When we made it back to the Hog's Lodge we found out that the expert crews were struggling with the nav and we had been driving the correct route. The top Wessex crew of that night were Olly & Andy, who finished 2nd overall, 1st. novice, followed by Dave & me. It had been a successful year for Wessex. The Southsea events were all very enjoyable, and the club kindly welcomed us to their events. We'd like to think we provided some decent competition for them, and thank them for their hospitality.

And so on to 2003. The powers that be had colluded against us. We'd not had a white Christmas, but come the New Year there was plenty of white stuff out there to catch us out. Olly had been out earlier in the day checking points for PC6, which was later cancelled due to impossible weather conditions. He'd reported picturesque snow scenes and often treacherously icy lanes. So when we turned up at the start of the January 12-Car, we were surprised it was still running. Our fears were met by blank faces, oblivious to the conditions, and so the event went ahead. Having finished 2nd novice nav in 2002, I felt obliged to run as an expert. Oh dear! It was Dave's first event in the replacement Fiesta, and as the conditions were rather hostile, he was understandably taking it easy, determined not to add another headstone to the Fiesta graveyard. Well, it all started badly as I stupidly got us to the start control 30 seconds late, and the first section of nav would've been fine, had I not been so inept. Eventually we found the right route, but lost valuable time and somehow missed a codeboard. We were yet to find any really tricky ice patches, but we did have an argument with a badger. Result? Fiesta 1, Badger 0. However, the cheeky creature ran off with the front off-side wheelarch trim and left his/her imprint on the bodywork (which wasn't a surprise considering the force with which he/she hit us). It was after TC3 that the conditions became more taxing. We had to crawl around the lanes, doing surreal slow-mo slides and handbrake turns, and generally scrabbling for grip. Going uphill was quite an effort! Unfortunately, as we'd lost time on the opening section we were forced to cut route to keep on time and make it to the final TC inside OTL. All this made for a rather frustrating event, as the roads were good, and all in all the nav wasn't overly impossible, we simply couldn't get anywhere fast enough. Phil & Cosh started 2003 as they mean to go on, taking the win in the season's opening event. Andy & Susan finished a good 3rd, and Dave & I slid home in 6th. Ah well, until next time...

# PC5

Four weeks before PC5, Olly got the news that due to unforeseen circumstances the original 12-car planned for the night couldn't run. This obviously caused somewhat of a problem as to reset a 12-car in that time would be almost impossible. It was therefore decided that PC5 should now be a scatter and Dave 'persuaded' Toby and I to set it. We looked at the 'How to set a Scatter' booklet and discovered that we had about 3 days to do the first 4 weeks of setting. We therefore rushed round the top of 185 looking for points. Having found around 45 we sent the tracings to the R.L.O (only 4 weeks late). Thankfully he still passed the event although true to form took his revenge by ringing me at half eight in the morning to confirm things.

Having set the clues the day before and with two days to go we set off to check the clues were all still there and start looking for possible cautions. We drove all over the map going down any roads we thought might be tempting for people to try. We also tried several whites, working on the principle that if I could get the Polo down them then almost anything would get through. Thankfully the floods we had seen on our first few outings to find points had subsided by now, which made the list of cautions significantly smaller. So, after all our preparation the day of the event dawned only to find me frantically photocopying in the AU office (the laserjet at the house having helpfully taken offence to all the pictures in the nav!). Half an hour and a small rainforest later I emerged with the nav copied and ready to go. Once the time came round to head out to the start we collected everything together (or so I thought) and set off. Sadly it was only when we reached the start that I discovered that I had left the answer grids, which the printer had liked and had been printed the night before, back at the house. Thankfully Toby was armed with a pad of paper and we reluctantly accepted that marking was going to be a bit of a challenge.

The start went without problem and we set off to CMA to await the first cars. As we came off the dual carriageway however, we realised there was going to be a problem. The wall of fog that greeted us was killing the visibility. After having had a slight argument with a bush on PC4, one of my headlights was now pointing at the ground which turned out to be an advantage as it lit the road rather nicely. Even so, there was no chance of going quickly as, even knowing the roads, seeing the corners was difficult. Despite the weather we made it to CMA on time and sat waiting for the first car to show up. About five minutes before we were due to open we got the call to say that Paul's 309 had had its diff explode and as such would be retiring. On calculation this highlighted the fact that they must have only managed about 20 minutes of driving before it gave way. We hoped that this would be the only problem of the event which sadly wasn't quite true. As the cars began arriving it became apparent that everyone was being slowed by the fog. Elaine had decided that she was just going to drive straight to CMA and hope to solve the nav there with the extra time it gained her. Of the other cars which had attempted some points on the way, five of them had decided the hedges looked far more inviting than the roads. To our amazement we discovered that even Lizzie had been on a bit of an off road adventure and right in front of a police car for added entertainment! First prize however has to go to Ben and Olly in the Nova for turning up with Lizzie's tow rope still slung over the back of the car.

Having made sure that everyone was doing OK and could make sense of the nav we headed for CMB. By this time the fog was clearing slightly which made the going a bit easier. As we arrived Andy decided that he would test the handbrake on his courtesy Cavalier from Mostins. To our surprise it sailed round relatively easily becoming one of the few of the cars redeeming features (the heater also featuring highly on that particular night!). With competitors in again we did another check to see if everyone was ok. This including helping Lizzie to decipher the complicated array symbols on the clues which, for an English student, were causing her a surprising amount of difficulty! (Oi, Davidson! Watch it!! ☺ Ed.). As we came to the end of the opening time we started to wonder where Dave had got to as he was yet to arrive. A quick call by Rupert soon established that the fog had claimed the Fiesta and a Rover 800. Thankfully everyone was OK although Dave and Elly were understandably rather shaken.

Andy, Nick and Rupert headed off to go and see that Dave and Elly were OK while Toby and I went to the finish to check everyone in. In due time they all arrived bearing, in some cases, beautifully ruled answer grids and in others paper that had obviously been beaten into submission! Fifteen minutes later we had produced a set of answers although on later inspection not quite the right set. Congratulations to Ben and John for surviving the fog and commiserations to Dave on the death of the Fiesta. Thanks also to the marshals for braving the cold. One tip though: if Dave ever asks you to set a rally ask him how far away it is first!



Overall	RUC	PC	Points	Crew	Car
1		1	68	Ben & John	Golf
2		2	65	Richard & Chris	Saxo
3		3	63	Michael & Colin	Corsa
3		4	63	Russell & Tom	Fiesta
5	1	5	56	Ed & James	306
6		6	52	Chris & Chris	Fiesta
7			51	Tom & Ceri	Fiesta
8		7	38	Ben & Olly	Nova
9		8	37	Elaine & Mike	Escort
10		9	36	Lizzie & Carl	Fiesta
11		DNF		Dave & Elly	Fiesta
12		DNF		Paul & Phil	309

## News from the Comp Sec: Calendar Changes

Due to unforeseen circumstances, we've had to change the calendar, as the weather decided the correct time for a white Christmas was on 9th January, 2 weeks late, thus forcing the cancellation of PC6. After due consideration (OK, we looked at the calendar and found a lonely looking date), PC6 was rescheduled to the 27th March, and is now being called PC11 or PC6 depending on preference. This is the week prior to the first week of the Easter holidays and the week following PC10.

Also to look forward to is another Old Farts' 12-Car running on the Thursday of the first week of the Easter holidays, 3rd April. After the success of last year, and with the creation of a new trophy, it was decided that it was prudent to run a follow-up. Hopefully out to defend their title will be Swindells & Cosh, and after only dropping 3 minutes last time, we're just going to have to have a look at making the nav a bit harder this time! ☺ Oh, and add in a few more challenging lanes. Run once again by myself and Oily we will be enlisting all the students still around to marshal and any old farts that happen to just appear on the night to compete.

After the summer exams we are aiming to resurrect an old event, the Summer Silly. A scatter style event, but with a twist, this should be an enjoyable evening for all. On a night still to be decided, possibly a Friday, and starting late to minimise summer sun, this event promises to require everyone to get out their thinking and strategy caps, for the boldest (wo)man to win.

*David Coles*

# PC Championship

## Tables

Pos	Name	PC1	PC2	PC3	PC4	PC5	Total
1=	Andy Garrett	8	10	6	8	-	32
1=	Gareth Lewis	8	10	6	8	-	32
3=	Richard Lawley	10	Set	4	5	8	27
3=	Chris Gage	10	Set	4	5	8	27
5=	Olly Smith	7	6	10	DNF	3	26
5=	Ben Smith	7	6	10	-	3	26
7	Colin Davis	5	7	1	6	7	26
8	Mike Mifsud	5	7	-	6	7	25
9	Chris Knott	2	8	7	1	4	22
10=	Ben Paddick	6	5	DNF	Set	10	21
10=	John Thompson	6	5	DNF	Set	10	21
12=	Russell Goodrum	3	2	2	4	7	18
12=	Tom Richards	3	2	2	4	7	18
14	Calum Maciver	-	8	7	DNF	-	15
15=	Phil Davidson	4	2	8	1	Set	15
15=	Toby Jeffries	4	2	8	1	Set	15
17=	Ed Butler	1	3	5	-	5	14
17=	James Firth	1	3	5	-	5	14
19=	David Coles	OTL	OTL	Set	10	DNF	10
19=	Elly Pryce	OTL	OTL	Set	10	DNF	10
21=	Carl Gibbs	Set	DNF	1	7	1	9
21=	Lizzie Pope	Set	DNF	1	7	1	9
23=	Rob Stevenson	1	4	1	2	-	8
23=	Dan Moss	1	4	1	2	-	8
25	Chris Hynds	2	-	-	1	4	7
28	Nick Clarke	-	1	3	-	-	4
29=	Elaine Freer	1	Set	-	1	2	4
29=	Mike Lumsden	1	-	-	1	2	4
31=	Ka Ke__	-	-	-	3	-	3
31=	Jim__	-	-	-	3	-	3
31=	Lee Bandicott	-	-	3	-	-	3
34	Chris Johnson	1	1	-	1	-	3
35=	Bhavin Shah	-	1	1	-	-	2
35=	Andy Seal	1	-	-	1	-	2
37=	Alex Richards	-	1	-	-	-	1
37=	Susan Broughall	-	-	1	NE	-	1

# RUC Championship

## Tables

Pos	Name	PC1	PC2	PC3	PC4	PC5	Total
1=	Ed Butler	8	10	10	-	10	38
1=	James Firth	8	10	10	-	10	38
3	Chris Johnson	10	8	-	8	-	26
4	Andy Seal	10	-	-	8	-	18
5=	Ka Ke	-	-	-	10	-	10
5=	Jim	-	-	-	10	-	10
7=	Alex Ritchards	-	8	-	-	-	8
7=	Nick Clarke	-	NE	8	-	-	8
7=	Lee Bandicott	-	-	8	-	-	8
10=	Michael Smith	NE	-	-	-	-	0
10=	Rob Stevenson	NE	NE	-	-	-	0
10=	Chris Hynds	NE	-	-	NE	-	0
10=	Mike Lumsden	NE	-	-	NE	-	0
10=	Keith Walton	-	NE	-	NE	-	0
10=	Karena de Souza	-	-	NE	-	-	0

# CALENDAR 2003

## FEBRUARY '03

Thursday 6th  
*PC7 - 12-Car*

Sat/Sun 15th/16th  
Kent

Thursday 20th  
*PC8 - Scatter*

Saturday 22nd  
Rallye Sunseeker

Thursday 27th  
AGM

## MARCH '03

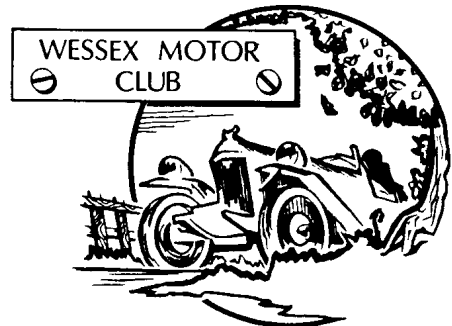
Thursday 6th  
*PC9 - 12-Car*

Sat/Sun 15th/16th  
Barum

Thursday 20th  
*PC10 - Scatter*

Thursday 27th  
*PC11/6 - Scatter*

Saturday 29th  
Easter Holidays Start



## APRIL '03

Thursday 3rd  
*Old Farts- 12 Car*

Sat/Sun 5th/6th  
Resolution

Sat/Sun 26th/27th  
Funky Elephant  
Sunday 27th  
End of Easter Holidays

## MAY '03

Sunday 4th

*Summer Scatter*

Thursday 8th  
Awards Evening

Sat/Sun 10th/11th  
Swan

Sat 31st/Sun 1st  
Wessex



## SEPTEMBER '03

Sat/Sun 13th/14th  
Bullnose

Sat/Sun 27th/28th  
PowerRush

## OCTOBER '03

Sat/Sun 18th/19th  
Pheasant Plucker

## NOVEMBER '03

Sat/Sun 22nd/23rd  
Nightwatchman

## DECEMBER '03

Sat/Sun 6th/7th  
Ilfracombe

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